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SECURITY INFORMATION

# INFORMATION REPORT

## REPORT

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COUNTRY Rumania

DATE DISTR. 29 July 1952

SUBJECT Auxiliary Projects of the Danube River-Black  
Sea Canal

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50X1-HUM

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1. The Ovidiu-Valea Neagra-Navodari Railroad Line is a single track, international gauge type. Although currently in use for transporting workers and material used in the canal building project, it is believed that eventually the line will be for public use.
2. The Poarta Alba-Galesul-Valea Neagra Railroad Line. (Same as paragraph 1.)
3. The Poarta Alba-Galesul-Valea Neagra Highway runs parallel to the railroad line (see para 2), and is asphalt-paved and has two lanes. The road ends at a point approximately 500 meters south of the intersection of the Constanta-Tulcea and the Constanta Harsova highways.
4. A nail factory (Fabrica de Cuie) was completed in December 1951; the factory is housed in a large two-story building which is located about one kilometer south of Stefan Cel Mare. Production was to have begun in the spring or summer of 1952.
5. A ceramics factory is located in a one-story building, located about one and a half kilometers north of Cernavoda. This factory was completed in December 1951, and is believed to have already commenced production.
6. The construction of a cement factory in Medgidea was completed during the early part of 1951, the factory is known to have begun production in July 1951. Although no details on its output are known, it is reportedly larger than the cement factory at Cernavoda.
7. The construction of a sulphuric acid factory in Medgidea was to have been started in early 1952. Whether or not the project was initiated or abandoned is not known.

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